

# WORK ZONE SAFETY

A COLLABORATIVE EFFORT BETWEEN  
NDOT AND NHP

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# NEVADA WORK ZONE FATALITIES<sup>1</sup>

## ✓ 2013

- ✓ Clark County 4 fatalities in 4 fatal crashes
- ✓ Eureka County 2 fatalities in 1 fatal crash

## ✓ 2014

- ✓ Clark County 9 fatalities in 7 fatal crashes
- ✓ Humboldt County 1 fatality in 1 fatal crash

## ✓ 2015 to date

- ✓ Clark County 2 fatalities in 2 fatal crashes
- ✓ Elko County 1 fatality in 1 fatal crash
- ✓ Humboldt County 1 fatality in 1 fatal crash
- ✓ Lander County 1 fatality in 1 fatal crash

<sup>1</sup>Department of Public Safety, Office of Traffic Safety, Fatality Analysis Reporting System (FARS) data analysis

# TRAFFIC CONTROL MEASURES

## (UNIFORMED LAW ENFORCEMENT)

- ✓ Various studies have demonstrated an improvement in safety with uniformed law enforcement in work zones
  - ☑ Significant speed (greater than 5 MPH) reduction occurs with a Trooper present<sup>2</sup>
  - ☑ An officer stationed at a specific location significantly increases speed limit compliance in that immediate area<sup>3</sup>
- ✓ Work zone, lane closure and speed help determine best deployment practice
  - ☑ The flashing police car should be placed upstream of the arrow panel, ie. near 800 ft ...car must be located so that it is highly visible...<sup>4</sup>
  - ☑ A circulating police vehicle can cover a larger area but may be less effective at speed reduction<sup>5</sup>

<sup>2</sup> *CONSTRUCTION WORK ZONE SAFETY*, School of Civil Engineering Purdue University, Joint Transportation Research Program Project No: C-36-59FF 2003

<sup>3</sup> *Evaluation and Summary of Studies in Speed Control Methods in Work Zones*. Report FHWA-IL-UI-237. Illinois Department of Transportation, Springfield, Illinois, 1992.

<sup>4</sup> *Effectiveness of the Maryland State Police Care in Work Areas*, Maryland Department of Transportation September 1991.

<sup>5</sup> *Effectiveness of Extra Enforcement in Construction and Maintenance Work Zones*, Center for Transportation Research and Education Iowa State University, May 2003





# INTERLOCAL REQUIREMENTS FOR NHP

- ✓ NDOT makes determination when to use Uniformed Traffic Control (UTC or NHP)
- ✓ Decision authority differs for phase of project
  - ☑ In the Design phase, the Chief Construction Engineer, Chief Traffic Engineer or District Engineer may request to use UTC
  - ☑ In the Construction phase, the Resident Engineer in conjunction with the Contractor make the determination on need for UTC utilization
  - ☑ In the Maintenance phase, Maintenances Supervisors are the decision making authority on UTC need



# INTERLOCAL REQUIREMENTS FOR NHP

- ✓ Criteria by which the decision making authority selects to use UTC in a work zone is determined by 23 CFR 630.1108(d), FHWA guidelines and the Interlocal
  - ☑ The interlocal specifies that during the *Design* phase the decision to use UTC will be made when:
    - 1) Road closures, or
    - 2) Complex traffic control designs are used
  - ☑ The interlocal specifies in the *Construction* or *Maintenance* phase that UTC should be considered when:
    - 1) Traffic lanes must be closed down for any period of time
    - 2) Critical intersections or complex traffic control situations
    - 3) Traffic speed will be reduced substantially, or
    - 4) Significant hazard exists for workmen or travelling public
- ✓ NHP is committed to fulfilling contractual service obligations outlined in the interlocal when requested



# PROPOSED SOLUTIONS

- ✓ NDOT Maintenance Supervisors reminded interlocal and encouraged to utilize NHP services
- ✓ NHP Command notified to expect an increase in requests for service under the interlocal
- ✓ Use of message boards to include “NHP Radar in use ahead”
- ✓ NDOT to continue working with the NHP in respective duty stations of maintenance projects
- ✓ NHP duty station command to advise beat officers of NDOT activity within their jurisdiction



*DRIVE SAFE NEVADA*

